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1. Signaling systems

In general, where block signaling is being introduced on the Hungarian railways, two types of installation are being made: automatic block signals on double-track lines, and DC (direct current) block signals on single-track lines. It is now hoped that automatic block signals will be installed on the Budapest-Kolonföld-Bicske line by the end of 1950, rather than by June 1951 as had been previously planned. It is also hoped to continue the installation of automatic block signals from Bicske to Felsögalla by the spring of 1951. It is also planned to install automatic block signals on the Budapest-Cegléd line; this work is to be completed by autumn 1951.

2. Double-tracking

- a. Plans are under discussion for installing a double track on the Székesfehérvár-Siofok line. The present plan for the new Siofok station takes this eventuality into consideration.
- b. Before the war, the Budapest-Debrecen line was double-track. At present, the double track extends only as far as Szolnok, but work is proceeding on the reinstallation of a double track to Debrecen. There are no plans at present to continue double track beyond Debrecen in the direction of Zahony.

3. Marshaling yards

- a. Plans are being made to increase the capacity and efficiency of the Budapest-Ferencváros and Miskolc marshaling yards. In connection with these plans, Engineer Posa, head of the Safety Department of the Hungarian State Railways, has been negotiating with VLS (Vereinigte Eisenbahn Signalwerke) in Brunswick for the purchase of five humpyard braking installations for Budapest-Ferencváros and four for Miskolc. Posa is extremely satisfied with the result of these negotiations to date, and particularly with the favorable

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prices and delivery terms to which VES has agreed. Posa has just returned to Budapest with a contract which, if it is accepted by August, will allow the nine braking installations to be delivered before the end of 1950. Meanwhile, Dr. Stephan Brody of Adlerstrasse 2, Frankfurt am Main is continuing the financial part of these negotiations with VES.

- b. There are, at present, about 25 - 26 tracks in the Budapest-Ferencváros marshaling yard and it can handle between 1,000 and 1,200 cars every 24 hours. It is planned to increase the number of tracks to 31 and, if the five humpyard braking installations are obtained from VES, the capacity will then be increased to 5 - 7,000 cars every 24 hours.
- c. At present the marshaling yard at Miskolc has about 20 tracks and a capacity of 600 - 700 cars every 24 hours. If the four braking installations for the humpyard are obtained, it is planned to increase the number of tracks to 27 by the spring of 1951.
- d. Debrecen  
Tracks: 20 - 30,  
Capacity: 500 - 600 cars every 24 hours.
- e. Székesfehérvár  
Capacity: About 600 cars every 24 hours.  
Signal system: Electro-dynamic, with color light signals.
- f. Komárom  
Capacity: About 500 cars every 24 hours.  
Signal system: Electro-dynamic, with color light signals.
- f. Mergesfalom  
Tracks: About 36  
Capacity: About 1,000 cars every 24 hours.  
Signal system: Signal arms.  
(The main locomotive sheds and workshops for electric locomotives are situated here.)

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